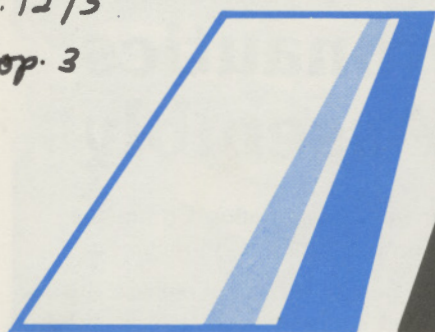


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Palmetto AVIATION

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STATE DOCUMENTS

VOLUME 12 NUMBER 5

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MAY, 1984

Commission crews begin grass cutting

The S.C. Aeronautics Commission began its grass cutting schedule May 1 and plans to cut grass at 48 airports around the state every month through October.

Using truck mounted, hydraulically-powered, three-bladed mowers, workers can cut the smaller airports in a day and the larger airports in two to three days. Each mower can cut a 15-foot wide swath.

Grass cutting around airports is considered a primary safety item since it helps discourage bird nesting near runways.

Five custom-built mowers have been used by the Commission for the past two years..



Commission approves \$264,401 for airports

The S.C. Aeronautics Commission last month approved the expenditure of \$25,545 for airport projects in Walterboro and Anderson and another \$238,856, "subject to funds being available" for three other projects including a new airport near Summerville.

At WALTERBORO, 1,400 feet of deteriorated storm sewer pipe under runways 5/23 and 17/35 was replaced. Total cost of the project was \$83,861.50. The federal share was \$71,992 the state and local share were \$5,934 each.

Also, \$14,611.11 was approved for a runway overlay project at Walterboro. The total project cost is expected to be \$292,222.22. The federal share is \$263,000 and the

local share is the same as the state, \$14,611.11.

At ANDERSON County Airport, a project completed last March included construction of a 4,500 square foot asphalt parking ramp, a stub taxiway from the ramp to the runway and installation of tiedowns and taxiway reflectors. The total project cost was \$43,000. The Federal share was \$33,000 and the state and local shares were \$5,000 each.

Three other projects at Sumter, Lancaster and Dorchester County were approved pending availability of funds.

At DORCHESTER County, \$191,763 in state funds were approved for new airport at Summerville. Phase I of the project will consist of

clearing and grubbing, site preparation, drainage and turfing, runway, taxiway apron, access road and parking lot paving, airfield lighting, fencing, construction of a terminal building and installation of utilities. Total project cost is estimated to be \$2,243,939. The federal share of the project will be \$1.86 million.

At LANCASTER County Airport, the Commission approved \$25,614.83 in state funds for a project to construct and light a portion of taxiway A, stub taxiway B, expand the apron and clear approximately 48.7 acres for obstruction removal. The total project cost is estimated to be \$512,294. The federal share is \$461,064 and local share is

(Continued on p. 2)



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Status of legislation affecting aeronautics in General Assembly

The following is the status of several legislative bills concerning aeronautics in South Carolina.

A House bill to amend the Code of Laws of South Carolina, 1976, by adding Section 55-1-80 so as to provide for additional members of county aviation commissions or like authorities. This bill was introduced January, 1983, read one time in the House and referred to the Committee on Education and Public Works. Currently this bill has been recalled from Committee.

A Senate bill to require authorization by the presiding officers of the House or the Senate before a member of the General Assembly may use a state-owned aircraft and to prohibit any use except for official state business. This bill was introduced in January, 1984 and referred to the

Senate Transportation Committee. It is currently still in Committee.

A Senate bill to govern use of state-owned aircraft by members of the General Assembly and to provide a penalty. This bill has been passed by the Senate and sent to the House where it has been referred to the Committee on Education and Public Works. It is currently still in that Committee.

A Joint Resolution to approve regulations of the Aeronautics Commission relating to parachute jumping. This resolution has been passed and signed into law by the governor.

A House bill to repeal Article 11 of Chapter 35 of Title 12 relating to an excise tax on the casual sales of motor vehicles, motorcycles, boats, motors or airplanes. This bill, introduced in 1982, was tabled in committee on March 8, 1983.

A House bill to change the assessment ratios for personal property so as to provide for a five percent assessment ratio for aircraft used exclusively for the application of agricultural chemicals. This bill was introduced in January, 1983 and tabled in committee April 20, 1983.

Atlantis drops flights to Greenwood

Citing a drop in business, Atlantis Airlines Inc. announced that it has suspended service to Greenwood.

In a letter to the chamber of commerce, which campaigned heavily for a commuter flight service, Atlantis president Lou Sutton wrote, "The primary problem is the fact that Greenwood's geographical proximity to the Greenville-Spartanburg Airport makes it more economical to drive to that airport than to fly from Greenwood to Charlotte. Unfortunately, this is also the case when joint fares are utilized."

Since Sept. 1, Atlantis had provided two round-trip flights daily from Greenwood to Charlotte on Monday through Friday and had offered chartered flights to and from Greenwood.

Airport projects approved

(Continued from p. 1)

\$25,614.83.

At SUMTER Municipal, funds for a project to extend the present 4,800 foot runway 700 feet to 5,500 feet were approved by the Commission. Total project cost is expected to be \$572,884. The Federal share will be \$515,597. The state share will be \$21,478 and the local share will be \$35,809. ➔



Infant Taken to Airplane

Donna Hartley, carries her 16-month old son, Kevin as she hurries to the Aeronautics Commission aircraft waiting to fly them to Chapel Hill, N.C. where the child will undergo medical treatment. The flight was the third medical flight made by the Commission since the beginning of the year.

Gaston baby Kevin Hartley flown to N.C. hospital

A 16-month old Gaston infant was flown to a Chapel Hill, N.C. hospital last month by the state Aeronautics Commission for treatment by a specialist there.

Kevin Hartley has been plagued with problems since his birth including chronic pneumonia and bronchitis, failure to gain weight, inability to fight infection, dehydration, slowness in developing motor skills and weakness.

Doctors apparently don't know exactly what is afflicting Kevin. His Columbia physician Dr. Sheldon B. Kall, recommended he be taken to Chapel Hill because one of the country's few pediatric gastroenterologists practices there.

West Columbia police officer Alvin

Wright first contacted the Aeronautics Commission about the possibility of transporting Kevin. The flight was ultimately authorized by S.C. Secretary of State John Campbell. The oxygen-equipped King Air 200 made the trip from Columbia without incident in about 45 minutes.

This was the third time since the beginning of the year that the Aeronautics Commission has provided transportation in medical emergencies. On April 5, two-week old Rubin Kleckley was flown to Johns Hopkins Hospital in Baltimore for testing to determine enzyme deficiencies. On Jan. 17, four-year old Kenny Blanton was flown to Memphis, Tenn. for a liver transplant. ➔

Breakfast Club



Breakfast Club meetings through November are as follows. There are open dates during December. If anyone would like to have the club at their airport in December, please call Jerry Ballard at (404) 724-2651 or Anne Hawkins at 432-3095.

- | | |
|------------------|---|
| May 6 | Branham's Airport
Darlington |
| May 20 | Daniel Field,
Augusta, GA |
| June 3 | House Movers Field,
Batesburg |
| June 17 | Bamberg County,
Bamberg |
| July 1 | Woodward Field,
Camden |
| July 15 | Hogan Field
(private strip near
Eastover) |
| July 29 | Laurens County,
Laurens |
| August 12 | Darlington County,
Dovesville |
| August 26 | Clemson-Oconee
County
Clemson |
| Sept. 9 | Davis Field,
Abbeville |
| Sept. 23 | Newberry Municipal
Newberry |
| Oct. 7 | Holly Hill |
| Oct. 21 | Orangeburg Municipal
(annual meeting) |
| Nov. 4 | Lancaster County,
Lancaster |
| Nov. 18 | Huggins Airport,
Timmons ville |



South Carolina Aeronautics Commission Director John W. Hamilton and staff members met with representatives from FAA's Southern Region Atlanta office earlier this year to discuss airport facility projects in South Carolina. Topics covered included the procedure for approval of non-federal navigation facilities; F&E projects scheduled through 1990 including the controversial microwave landing system, and the automated flight service station at Anderson (Aeronautics Commission photo).

Marlboro County Airport damaged by tornado

The violent tornado that tore through part of South Carolina the night of March 28, left its mark on the Marlboro County Airport.

Although several other airports sustained some damage from the storm, the one near Bennettsville was hardest hit.

The storm did heavy damage to the large maintenance hangar, blowing off most of the siding and the doors. Airport Commission chairman H.E. Avent said the hangar was "50 to 60 percent destroyed."

The winds also blew out the doors on the t-hangars, knocked the rotating beacon out of the plumb, did minor damage to the roof and porch ceilings of the new terminal building and destroyed about half the aircraft on the field.

Airport manager L.D. Rowe said

the wind was so strong "it bent the runway."

The FAA is currently considering a request from the Airport Commission for a \$30,000 emergency grant for a new rotating beacon, beacon tower and wind cone. ➔

Lawyer-pilots to meet July 1

The Lawyer-Pilots semi-annual Bar Association meeting will be held July 11-15 at the Basin Harbor Club, Vergennes, Vermont.

Contact David E. Prewitt, Suite 1400, 1314 Chestnut St., Philadelphia, PA 19107. Telephone (215) 546-5636. ➔

Hughes Aircraft to build plant at Orangeburg

Hughes Aircraft Co. recently announced plans for a \$7 million manufacturing plant near Orangeburg that will begin operations in September with a start-up workforce of 100 people.

The California-based company projected full employment of 250 workers at the plant within three to five years, said Tom Ford, executive director of the Orangeburg County Development Commission.

"This represents a real breakthrough for us, since it will be a high technology industry locating in our county," Ford said.

Hughes will manufacture components for radar systems, avionics and related aircraft equipment, Ford said.

The plant will be located in a 40,000 square-foot building along Rowesville Road south of Orangeburg.

The vacant, unfinished structure is on a 21-acre tract and was developed by the county in an effort to attract new industry to the area, where the unemployment rate is approximately 10 percent.

Ford said Hughes plans an initial capital investment for the land, building and equipment of \$7 million, which will be financed through industrial revenue bonds issued by the county.

Hughes had been considering the Orangeburg location since April 1982, according to Ford.

He said job-training will be handled through Orangeburg-Calhoun Technical College. Hiring of local people will be "the rule," Ford said.

Hughes plans to form a South Carolina subsidiary to operate the plant, according to Howard Wilson, a company vice president who will head the South Carolina operations.

Wilson said the plant will utilize about half of the 21-acre site, with the remaining acreage available for future expansion. ➔

Pilot over-confidence leads to fatal accident

The National Transportation Safety Board reported on a general aviation crash that it described as "a striking example of pilot over-confidence in his own ability and lack of respect for the demands of flying a sophisticated, high-powered aircraft."

This accident is among several 'Briefs of Accidents' in which the Safety Board reports probable cause.

The crash involved a Chance-Vought F4U-4 "Corsair," a single-seat World War II fighter plane, which crashed just after takeoff from an eastern airport. The pilot was killed.

Eyewitnesses on the airport reported that the tail wheel of the fighter was still on the runway when the main gear liftoff occurred. Initial climb reportedly was nose high and left wing low. There had been a power reduction during the takeoff roll, and there was a momentary power interruption as the plane, then

in a steep left bank, lost airspeed and dove to the ground.

Safety Board investigation showed that the pilot had a total of 1,100 hours of flying time, but that he had flown the Corsair for only three hours. An instructor stated he had given the pilot instruction in a T-6—a single-engine, propeller-driven trainer that was less powerful but of about the same vintage as the Corsair—because an insurance carrier was requiring it before it would cover the Corsair. The Board's investigator reported that the instructor found the pilot to be "completely out of his element in a warbird environment." His attitude reportedly was "one of resentment that his insurance company required the 10 hours of T-6 time." The pilot told his instructor that he felt "the F4U was just another machine."

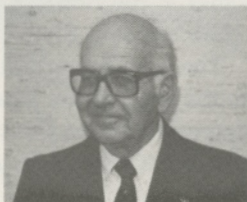
Impact damage was severe but aileron trim appeared to be five degrees left wing down, rudder trim five degrees right, and elevator trim full nose up. The plane was placarded from takeoff for four degrees right wing-down aileron trim, six degrees right rudder trim, and one degree nose-up elevator trim.

The Safety board held that there were four casual factors—the pilot's "inadequate preflight preparation and/or planning," an "incorrect trim setting," the pilot's failure to abort the take off, and his failure to "obtain/maintain flying speed." Other factors cited were his lack of familiarity with the aircraft and his "improper operation of powerplant and powerplant controls." A 26-knot wind gust also was identified as a factor.

"The record of this investigation," the Safety Board said, "clearly shows the pilot's lack of appreciation, if not lack of knowledge, of the flight characteristics of the airplane he had recently acquired. From the drawing board, the airplane had been designed for optimum speed and maneuverability for its military mission. Such characteristics are not noted for forgiveness of a pilot's mistakes. ➔

Witte named administrator at Hawthorne

Edward Witte



Hawthorne Aviation announced recently Edward Witte has accepted the position of Distribution Service Administrator for the Aero Sales Division of the company. Mr. Witte will act as liaison between Piper Aircraft dealers and operators and the factory on all service related matters.

Mr. Witte will be responsible for distributing information on all pertinent service/maintenance bulletins and directives. He will also manage the warranty programs for Piper owners in a five and one-half state area. Mr. Witte joined Hawthorne in 1956, and has served in numerous positions within the company's maintenance operation since that time. ➔

Aircraft sale cancelled

The Cessna 180 Aircraft advertised for sale in last month's Palmetto Aviation will not be sold by public bid but will be transferred to the S.C. Department of Wildlife and Marine Resources. The S.C. Surplus Property Division cancelled the sale after the Wildlife Department expressed interest in using the aircraft for patrol work.

99's will paint compass rose at airports

Carolyn Pilaar, a member of the 99's and owner of Carolyn's Flight Academy in Greenville, called to say the 99's will provide the labor to paint a compass rose at any airport in the state if someone else will supply paint and materials.

Ms. Pilaar said the job requires about \$250 worth of paint and \$30 for brushes and rollers.

That's a good deal for a professional job. Call her at 233-5935 if you're interested.

FBO sought for Lancaster

The Lancaster County Airport Commission is looking for an FBO for the Lancaster County Airport.

Commission chairman Lavoy Bauknight wants a full-service FBO to provide fuel sales, maintenance and flight training. The airport features a 6,000 foot runway, a new terminal building and a 3,600 square foot maintenance building.

Interested persons should contact Bauknight no later than May 31st. His address is P.O. Box 156, Lancaster, SC 29720. His telephone number is (803) 283-8411

Two Camden men compiling material for air scrapbook

Two Camden men, Joseph W. Swearingen and Wilson L. Mills, are compiling an aviation scrapbook which will include information from the Carolinas and Virginia.

The limited edition hardback book will contain mainly old and new photographs, copies of old pilot certificates, awards and other aviation related records the authors feel would be of general and historical interest to pilots and friends of aviation.

"It could be called a pictorial history, but we want it to be more than that," the authors said.

The authors are asking anyone with material they think suitable to lend it to them along with details concerning who, what, when, where and why.

"We need help in recording and preserving some aviation nostalgia," they said. People, airplanes, places and organizations will be identified and presented in order of time, with no special or single dominant recognition, they said.

Since printing quantity and price of the book will be based on expected demand, persons wanting a copy or copies should send in the reservation below.

Discounts of 20 percent per book will be given those contributors whose work is included and discounts of 10 percent will apply for five or more books purchased at one time by an organization.

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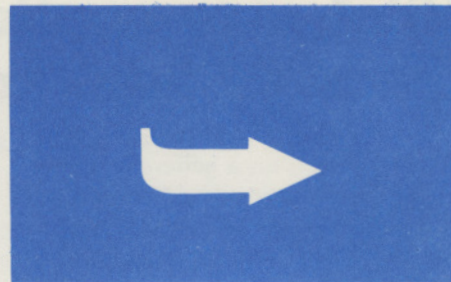
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Shaw RAPCON sectors changed to north-south

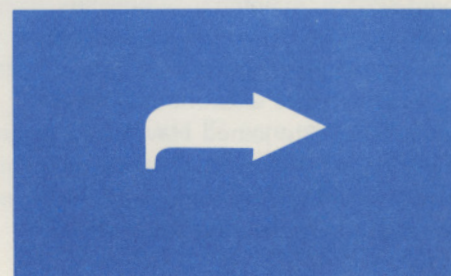
Civilian pilots overflying Shaw AFB east to west will no longer have to change frequencies when they cross the field because of a new North-South sector in the Radar Approach Control (RAPCON) area. (see chart).

Previously, the RAPCON utilized an East West sector division contingent on the runway 4/22 centerline. Since most civilian aircraft traversed Shaw in an east-west direction, they were handed from one controller to another when crossing the runway centerline.

The new sector division should provide for more expeditious flow of traffic and fewer frequency changes since most east-west aircraft will remain either in the north, or south, sector when crossing Shaw airspace.

The new sector boundary is formed to the east by the Shaw TACAN 094 degree radial and to the west is coincident with the V-56 airway (see chart).

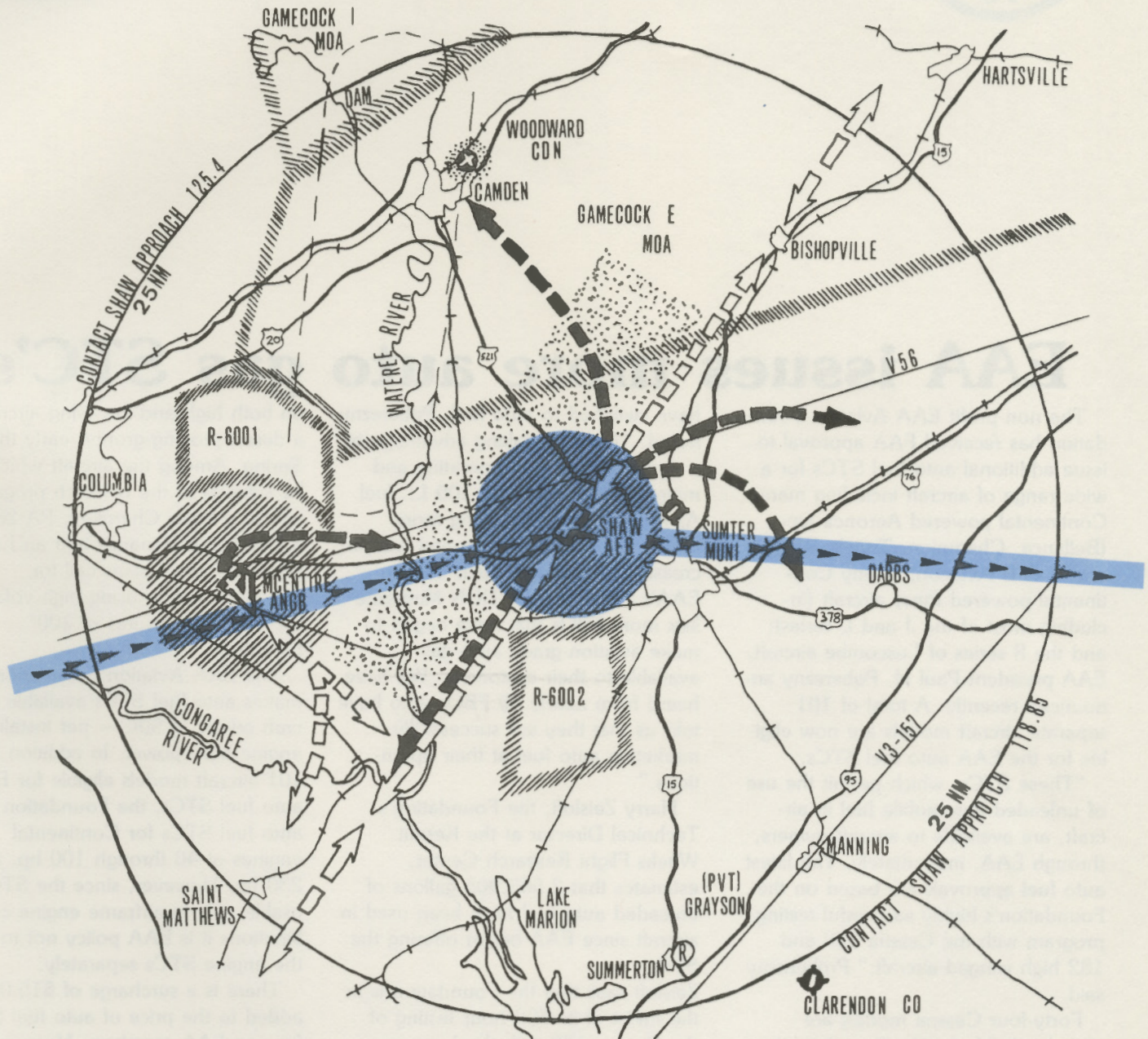
The terminal area graphic notice shown depicts airways, Military Operating Areas, VFR reference points, areas to expect intense air traffic activity, military and civilian airports in the local flying area and the frequencies to contact Shaw approach control for traffic advisories and flight following. The notice is not intended for use as a navigational aid. ➔





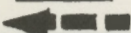
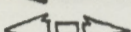
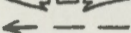

TERMINAL AREA GRAPIC NOTICE
NOT TO BE USED FOR NAVIGATION

SUMTER, SHAW AFB SOUTH CAROLINA

THIS MAP SHOWS AREAS OF CONCENTRATED MILITARY JET TRAFFIC FOR THE INFORMATION AND GUIDANCE OF PILOTS OPERATING VFR IN THE SHAW TERMINAL AREA. PILOTS INTENDING TO OPERATE VFR WITHIN THE AREA AT OR BELOW 10,000 FEET MSL ARE ENCOURAGED TO CONTACT SHAW APPROACH CONTROL (NORTH SIDE APPROACH - 125.4 OR SOUTH SIDE APPROACH - 118.85) FOR TRAFFIC ADVISORIES.



LEGEND

-  AIRPORT TRAFFIC AREA - BELOW 3000 FEET AGL
-  AREA OF INTENSE PATTERN TRAFFIC - SURFACE TO 3000 FEET MSL
-  PRIMARY LOW LEVEL JET DEPARTURE ROUTE
-  PRIMARY IFR JET DEPARTURE/ARRIVAL ROUTE
-  FORT JACKSON RANGE HOLDING PATTERN (NIGHT ONLY) - 5000 FEET MSL
-  SHAW APPROACH SECTOR BOUNDARIES



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EAA issues more auto gas STC's

The non-profit EAA Aviation Foundation has received FAA approval to issue additional auto fuel STCs for a wide range of aircraft including many Continental powered Aeronca types (Bellanca, Champion, Trytek, Wagner and B & B Aviation); many Continental powered Piper aircraft (including most of the J and L series); and the 8 series of Luscombe aircraft, EAA president Paul H. Poberezny announced recently. A total of 101 separate aircraft models are now eligible for the EAA auto fuel STCs.

"These STCs, which permit the use of unleaded automobile fuel in aircraft, are available to aircraft owners, through EAA, immediately. The latest auto fuel approvals are based on the Foundation's highly successful testing program with the Cessna 150 and 182 high winged aircraft," Poberezny said.

Forty-four Cessna models are already eligible for the Foundation's auto fuel STCs.

In the eighteen months since the EAA Aviation Foundation began making the unleaded auto fuel STCs available, nearly 5,000 aircraft owners

have switched to auto fuel. Poberezny noted, "They are taking advantage of a direct reduction in operating and maintenance costs over 100 LL fuel. As a result, they are flying more often, more economically and with increasing proficiency. Each month, EAA's SPORT AVIATION Magazine lists more FBOs that have begun to make aviation-grade auto gas available to their customers. We have heard from nearly 30 FBOs who have told us that they are successfully marketing auto fuel at their operations."

Harry Zeisloft, the Foundation's Technical Director at the Kermit Weeks Flight Research Center, estimates that 2,563,905 gallons of unleaded auto fuel have been used in aircraft since EAA began offering the STC.

Zeisloft says that the Foundation is in the midst of its 500 hour testing of the Cessna 172 with the Lycoming engine. Low-wing aircraft are also playing a role in the Foundation's auto fuel test program. The Kermit weeks Flight Research Center engineering staff plans extensive tests

on both high and low-wing aircraft at a desert proving-ground early this Spring. Among the aircraft which will be subjects of the research program will be a Piper Cherokee, PA-28-140, a Beechcraft Bonanza and an Er-coupe. Current plans call for vaporlock testing using high volatility fuels at temperatures of 100° Fahrenheit.

The EAA Aviation Foundation makes auto fuel STCs available to aircraft owner at 50¢ — per installed engine horsepower. In addition to the 101 aircraft models eligible for EAA auto fuel STCs, the Foundation holds auto fuel STCs for Continental engines of 40 through 100 hp. and 230 hp. However, since the STCs are usable only in airframe engine combinations it is EAA policy not to offer the engine STCs separately.

There is a surcharge of \$15.00 added to the price of auto fuel STCs for non-EAA members. More information on auto fuel STCs may be obtained from the EAA Auto Fuel Research Department, Wittman Airfield, Oshkosh, Wisconsin 54903-3065; phone 414/426-4800. ✈

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.